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RUSSIANS ON THE AMOOR.

The Russian Government has recently promulgated a decree which proves the importance and development which the settlements founded on the Amoor have already attained. These settlements, according to this order, will now be formed into two provinces—the first, or “Maritime Province of Eastern Siberia,” to include the six districts of Nicolaersk, Sophusk, Ochersk, Petropolovski, Ghizika and Oudsk, and the second, or “Amoor Province,” to include all the country situated on the left bank of that river, from the confluence of the Schilka and Angame up to the confluence of the Oussouri. The latter province will have the city of Blagofestchensk for its capital, which will be the residence of its military governor and the other officials.

That the Russians have developed their Asiatic possessions with a remarkable spirit of intelligence and perseverance is now apparent. The treaty entered into about three years ago with the Court of Peking, through Gen. Mouravieff Amoorski, has given a fine territory to the nation, and will open to that power the centre of China. The Amoor is formed by the union of the rivers Kheroulun and Onon. The first is considered as the principal constituent of the main stream. It takes its source in the Barka-Dabahn mountains, and separates the Chinese from the Russian Daouri. After the union of the Onon, it crosses the country of the Mantchoos, and empties itself into a gulf of the Sea of Ochotsk, opposite the island of Tarrakai.

In conformity with the decree now promulgated, the principal divisions of Asiatic Russia are modified in the following manner: Western Siberia includes the governments of Tobolsk and Tomsk and the province of Omsk, and Eastern Siberia the governments of Irkutsk, Iamseisk, Yakutsk, the Maritime Province, and that of Amoor. The trade with China, which was formerly carried on through Kiakhla, a city on the boundaries of the two empires, will in future take larger proportions and become more profitable.

The settlements on the Amoor are in an ex-

cellent condition. The military organization is perfect: it comprises regular troops and regiments of Cossacks. The maritime force is composed of a division, the ships of which have been specially constructed for the local service they have to perform. That division put in at Cherbourg last summer on its way from Cronstadt to the Chinese seas. As to Blagofestchensk it has become an important city. The buildings for the accommodation of the officials appointed by the above-mentioned decree are already erected and fit for occupation.

Late news from Hong Kong apprises us of the fact that the Russians have also formed a settlement at Broughton, one of the cities of the Corean Archipelago which is under the sovereignty of China. These several creations prove that the Russian understands the advantage which the leading nations will at some future time derive from their Asiatic possessions.

By the treaties with China, made within the last three years, it was decided that a regular mail should be established by land between Peking and St. Petersburg. Notwithstanding the difficulties of its fulfilment, that decision did not long remain a dead letter. The Governor-General of Eastern Siberia, Count Mouravieff Amoorski, desiring to watch in person over the organization of that important service, proceeded, about the beginning of November last, to the city of Kiakhla, and despatched the first courier of the new postal line, and notwithstanding the unfavorable weather that then prevailed, he arrived at Peking on the 20th December. The Chinese Government decided that the courier should remain outside the city, but allowed the mail to be delivered, and announced that the return mail would start in a month's time, and would take charge of the letters for the road, provided that those who were to write them would submit themselves to the imperial regulations on the subject. The Russian mission at Peking punctually received its despatches, through a Chinese messenger, the day after the arrival of the courier. This is the first step in an important direction.

The mail will hereafter depart and arrive at Kiakhta monthly. The courier who goes from that city to Irkutsh, the capital of Eastern Siberia, will correspond with the courier going thence to St. Petersburg, and the whole trip from the Russian capital to Peking and the return will, in fine weather, be made in from 78 to 80 days. The advantage of this arrangement will only be made evident when the several nations of Europe will have established official representatives in the Chinese capital, as the late treaties allow them to do.

MISSOURI IRON.

In the 1st volume of the Geological Survey of Missouri an estimate is given of the quantity of iron ore in the celebrated iron region of that State. The Iron Mountain, 228 feet high, covering 500 acres, is one mass of specular ore, weighing 230,187,275 tons, and will yield at the furnace 56 per cent, or 128,904,930 tons of pure iron. Pilot Knob, next in richness, is estimated to contain 13,972,773 tons of ore, or 7,824,752 tons of pure iron. These two deposits will furnish 136,729,682 tons of iron, the ore of which all lies above the natural surface of the country, is easy to mine, and furnishes the best of metal. Railroad iron, 70 lbs. to the yard, takes 123.2 tons to the mile, and all the railroads in the United States (30,000 miles) would take of that weight of rail about 3,696,000 tons of iron, or but a little more than a fortieth part of the whole deposit. What gives a present value to these deposits, is their connection, through the St. Louis and Iron Mountain Railroad, with the vast coal fields lying immediately above St. Louis. At that point the ore and coal are brought in contact, rendering St. Louis unsurpassed by any locality in the world for the manufacture of iron.

JUNCTION OF THE SEA OF AZOF AND THE CASPIAN.

The project of effecting a junction between the Caspian Sea and the Sea of Azof, says a letter from St. Petersburg, is now the subject of much conversation here, and will soon, it is

thought, be realized. This was a favorite scheme of Peter the Great, whose genius clearly saw the immense advantage which must accrue to Russian commerce, if this great inland sea could be connected with the Sea of Azof, and thereby with the Black Sea and the Mediterranean.

NORTHEASTERN BOUNDARY.

The entire length of the boundary line from the source of the river St. Croix to St. Regis, on the St. Lawrence, is 658 miles, 3,145 feet, bounding several State, namely: Maine, 447 miles, 3,753 feet; New Hampshire, 56 miles, 1,503 feet; Vermont, 90 miles, 2,853 feet; and New York, 64 miles, 316 feet. *Exec. Doc., No. 1, 31st Cong., 2d Sess.*

HEIGHT OF MOUNT DEMAVEND.

In the Proceedings of the Royal Geographical Society of London, No. 1, 1859, there appears a very interesting paper on an ascent of Mt. Demavend, effected by R. F. Thomson and Lord Schomberg H. Kerr, of H. B. M.'s mission in Persia. These gentlemen have set at rest the much disputed question of its elevation, and give it at 21,520 feet above the sea. Humboldt, in his *Cosmos*, states it to be 19,715 feet; and, according to the same authority, "Ararat" has an elevation of 17,112 feet.

HEIGHTS OF BOLIVIAN ANDES.

(From the Map of Col. Juan Oндarza.)

Mountains.	Spanish Feet.*
Yllampu (Sorata)	26,969
Yllimani	26,254
Sajama (Sahama)	24,907
Coololo (Apolobamba)	24,320
Huayna-Potosi	23,785
Chachacomani	23,460
Quenuata, { Tacora }	23,100
Chpicani, { in Peru, }	24,660
Mururata	22,194
Sailinsani	22,316
Potosi	17,092
Tunari de Cochabamba	16,966
Hermoso de Aullagas	17,117
Portugalete	16,000
Espejos (in Santa Cruz)	10,149
Misti (Volcano de Arequipa)	21,903

* Spanish foot=282.65 millimetres, or 11.1283 inches, or 0.9273 English foot.